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HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 20th, 1905.

"The Times" has had it telegraphed from
Peking that we are endeavouring to secure
a monopoly of exclusive rights in Shantung
at the expense of other countries. I should
not like to lose one moment before twisting
the neck of this *canard* as soon as possible.
Germany demands in Shantung as else-
where only the open door. If in Shantung
we have acquired several concrete railway
and mining concessions from the Chinese
Government—this, by the way, took place
in the years 1898 and 1899—there is no
question of its being done or being contem-
plated now. There is, therefore, no ques-
tion of German exclusive rights in Shan-
tung." Thus Count, now Prince, von Bura-
low in the Reichstag more than three years
ago. Evidently His Excellency made some
mistake as to the breed of the bird. It
seems to possess more of the characteristics
of the phoenix than the *canard*, for it has
arisen since, and continues to arise. The
Peking correspondent of the *Times* returns
to the charge in the issue of June 16th, and
reiterates his statements that Germany is
making demands upon China for extensions
and further exclusive rights in her leased
territory. He now supports his discovery
by a long quotation from the *Universal*
Gazette of Shanghai, a journal which he
considers to be "an excellent paper which
follows closely the foreign affairs of the
country and is animated by an indepen-
dence of spirit and a healthy patriotism
which place it in the forefront of native
journals." Whether the reputation of

being somewhat ahead of Chinese jour-
nalism generally is undiluted praise, and
whether Dr. Morrison, in his gratitude and
genuine delight at finding a Chinese paper
saying what he thinks it ought to say, is to
be wholly trusted to know what is healthy
patriotism and what is merely the usual
anti-foreign prejudice, we do not know.
What we do know, or think we know, is
that in declaring that "in Shantung she
(Germany) was creating for herself and by
similar methods of misleading assurances
the same advantageous position that
Russia had established in Manchuria,"
Dr. Morrison betrays a prejudice that
needs a little toning down, and makes
a comparison that is far from odorous.
Whatever German ambitions may be in
Shantung, and however far they may come
to be gratified, it is certain that Germany
is not an understudy of Russia, where
Asiatic enterprise is concerned. The new
demands, that the use of modern mining
machinery in the German sphere shall be
restricted to Germans, without interference
by Chinese officials, and that Chinese shall
not compete with Germans within fifteen
li of their premises, were no doubt enough,
in the case of the *Universal Gazette*, to
"make our hair stand on end and our
eyeballs burst in uncontrollable rage,"
the Chinese journal *toquitar*, but surely
no foreign critic should be so affected. It
is well known that when the Chinese are
in earnest in any business they are very
formidable competitors indeed, and the
essay of the Germans to secure the future
of their enterprise is as justifiable as it is
natural. That the request may have been
made to Peking is not at all improbable,
and we are not aware that it has been
officially denied. That the Chinese should
refuse it is equally natural, and equally
probable. There does not appear to be
sufficient cause for referring to such
applications as "demands," and the
sensational accounts of unusual military
activity in Shantung still require confirma-
tion. The chief witness that there are
more soldiers than are called for by ordinary
circumstances, and that Tsingtao is being
transformed into another Port Arthur, is
the *Times* correspondent himself; and it
appears that he gathered his impressions
during the same tour that furnished him
with the too eulogistic account of the
Japanese doings in Korea. Newspapers in
Japan, responsible journals of repute, as
well as foreign journals in Korea itself, felt
obliged to call attention to the extent to
which the *Times*' picture was overdrawn.
On the subject of German armament in
Shantung, as we pointed out at the time, a
Japanese traveller in Shantung, who might
be trusted, one would think, to raise
such an alarm where the circumstances
seemed to call for it, declared that there
was no appearance of extraordinary
strength of militarism within the German
colony. Turning to the Chinese point
of view, we have to admit the *prima*
facie justice of the native paper's
protest. "Germans are allowed machinery,
and Chinese are refused its use. The
liberal treatment to the one stands antipodal
to the unjust treatment meted out to the
other. Germany's oppressive intentions,"
says the *Universal Gazette*, "have reached
too high a point." This is all very fine,
but to a fair minded man it seems to us
that the injustice would be more apparent
if the Chinese had been hitherto keen
enough to introduce these now very desir-
able methods in all her other mining ter-
ritories. If, having done all that lies to her
hands in the way of industrial progress
throughout the rest of her dominions, she
then came to Germany and insisted upon
being allowed to play a part in the scientific
development of Shantung, it would not
seem so "dog-in-the-manger-like" as it at
present does to all who are not, like the
Teutophobes, suddenly obsessed by an
after-all belated idea that China is threatened
with foreign oppression. The *Universal*
Gazette had not only the Germans in
mind, as is evident in the use of the
generic term "foreigners" in its
vigorous worded protestation. Of course,
if the subject is to be viewed from
the elementary ethical standpoint that
foreigners have no business to be where
they are not wanted, then undoubtedly
Germany may be regarded as a sinner in
Shantung. But in these vehement attacks,
the Teutophobes appear to be in the posi-
tion of parties who have insisted on some
meek allotment-holder—allowing their
chickens to graze over his garden, and who
hold up hands in horror at the dishonesty
of another neighbour, who has presumed to
dig a pond for his ducks in a corner of the
same garden.

H.M.S. *Gloria* is expected here from
Weihaiwei on Monday.
The French and English Mail of the 15th
and 17th June was delivered in London on the
15th and 17th inst.
The 25th plague case was recorded yester-
day, an increase of seven, four of which were
fatal.
The Hongkong Ice Company, Limited, is
paying an interim dividend of \$4 for the half
year. Shareholders will find additional infor-
mation in the advertisement appearing on our
fourth page.
The Japanese residents at Yingkow have
decided to construct a water-works there. The
water is to be brought from the upper reaches
of the Liao, and the works will be large enough
to supply 60,000 persons.
On page 5 to-day will be found two very
interesting articles, both authoritative, relating
to the Philippines. We have taken them from
a copy of the *Daily Bulletin Annual*, kindly
placed at our disposal by Mr. C. W. Rosenstock,
who has been staying at the Hongkong Hotel.
The price of coal in Moji has shown a slight
decline, compared with that which prevailed
during the first half of last month. The
average prices of the fuel on the last inst. were
Yen 55.32 per 100 piculs of lump coal, Yen
49.38 for mixed coal, and Yen 41.24 for dust
coal.
British cotton goods are still losing ground in
the Tientsin market. The natives are showing
a marked preference every year for Indian,
Japanese, and Chinese goods. The Indian
houses have lost a certain amount of ground to
the Japanese, who have spared no effort to
gain a strong footing in this market. Chinese
textiles are not selling as well as formerly. The
quality is poor and the manufacture is defective.
—French Consul-General at Tientsin.
Things Japanese are greatly in vogue in
Korea to-day. The watches, glasses, trunks,
hats, umbrellas, and other things shipped to
Korea by Japanese merchants are eagerly
purchased. In particular, a hunting-cap is the
prevailing fashion among the Koreans who are
following the new order of things. The mem-
bers of the Yiohin Association, who number
tens of thousands, have made the cap their
emblem of identification. The upper classes
of society are wearing felt and tall hats.
Sandow and his band of athletes again
entertained a large and enthusiastic audience
at the City Hall last night when, owing to an
inconvenience with the scenes on the previous
evening, the programme was slightly altered.
In order to afford residents living on the
outskirts of the town, who may not wish to sit
the play out, an opportunity of seeing the feats
of the "perfect man," Mr. Sandow has decided
to, in future make his appearance on the stage
from 9.15 to 10.15.
The *Bangkok Times* understands that Mr. B.
F. W. Hamacher has sold his tin mine con-
cession at Bangkaphan to Mr. Dibley, an
American citizen, for \$5,000 (gold). Mr.
Hamacher has had this concession for some-
thing over twelve years, and the lease has now
thirteen more years to run. The site of the
concession is about fifteen miles from the coast
and water has to be brought some distance to
the works. Mr. C. C. Jones is acting as
manager for Mr. Dibley who has left Bangkok
for the United States.
In the small hours one morning a Singapore
Police patrol saw three Chinamen attempting
to break into a Chinese house. The burglars
were seized, and on being searched a knife and
chisel were found on them. This accused also
had two packets of queer smelling powder, and
it is stated by a native authority that burglars
burn this powder at the house they intend to
operate on, and it sends the inmates into a deep
sleep, leaving the burglars free to work their
will in the house. The powder has been sent to
the Government Analyst for examination,
though the police believe it is merely meant
to throw in the eyes of any one attempting to
seize the burglars.
A terrible explosion occurred recently at a
pyrotechnic establishment in Rouen. A work-
man was filling a pocket-case when, from some
cause unexplained, it exploded, the fire imme-
diately extending to a jar close by containing
about 25 lb. of explosives. The workman was
killed, and two others badly hurt. To make
matters worse, a panic seized the fifty work-
people engaged on the premises. They rushed
towards the exits in wild terror, twenty being
more or less hurt. Meanwhile the fire had
gained a hold. One hundred and twenty
thousand fireworks or various kinds were stored
on the premises, and blew up with a report
heard thirteen miles away. Trees and plants
were mown down as though by a cyclone. The
premises were reduced to a heap of ashes.
An Italian aeronaut had a terrible experience
a few weeks ago. The aeronaut, Macchi, made
a balloon ascent at Vogera on a trapeze. A
gust of wind drove the balloon against the
smokestack of a factory. It became entangled,
but the aeronaut clung to the bar of the
trapeze at the height of 150 feet from the
ground and shouted for help. Firemen arrived,
but their ladders were too short. An army
engineer at Pavia was summoned by telegraph
and arrived three hours later. Meanwhile the
aeronaut, still calling for help, was losing
strength, while the balloon was gradually losing
gas. Soldiers finally succeeded in hoisting a
rope to the top of the chimney and the aeronaut
was lowered to the ground in such a feeble
condition that he had to be taken to a hospital.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

DEATH OF ANOTHER
SINGAPORE TAIPIAN.

SINGAPORE, 19th July.

Mr. Alex. Cumming, managing
director of McAlister & Co., Ltd.,
ship-chandlers and agents, died sud-
denly to-day, during an apoplectic
seizure.

["REUTERS' SERVICE."]

THE JAPANESE IN SAGHALIEN.

LONDON, 17th July.

The complete rout of the Russians at
Dalanye with the loss of 80 prisoners and 5
guns, ensures the complete occupation of South-
ern Saghalien. "In the fighting the Japanese
had 70 killed and wounded and the Russians 160.

NEW EXPEDITION TO THE NORTH
POLE.

LONDON, 17th July.

Commander Peary has sailed from New York
in a specially constructed steamer named the
Roosevelt, with two years' supplies, to attempt
to reach the North Pole via Smith's Sound.

MR. BALFOUR'S REDISTRIBUTION
RESOLUTION.

LONDON, 17th July.

Mr. Balfour has withdrawn his redistribution
resolution, but will proceed with the bill next
session.

THE RUSSO-JAPANESE WAR.

LONDON, 17th July.

General Likhatchev telegraphs that Japanese
torpedo-boats have entered Olga Bay, situated
on the mainland, north of Vladivostok.

FRENCH HONOURS TO BRITISH
NAVAL OFFICERS.

LONDON, 17th July.

Admiral May has been made a Grand Officer,
and Admiral Bridgeman a Commander of the
Legion of Honour, and all the Commandants
of the British ships at Brest have been made
officers of the Legion of Honour.

THE STRANDING OF A FRENCH
MAILER—A CORRECTION.

LONDON, 17th July.

Reuter's correspondent at Aden wires that it
was the *Argon* and not the *Caledonian* which
stranded at Zailia.

INTERNATIONAL SYMPATHIES.

LONDON, 17th July.

King Edward sent a magnificent wreath for
the funeral of the victims of the French sub-
marine boat recently lost.

COLOUR PHOTOGRAPHY.

The French world of science has been for
years endeavouring to solve the problem of
photography in colours; but has up to now
and the question a difficult one to solve.
They have not the less been plodding away at
the idea. New proofs obtained by quite a
simple process have just been submitted to the
Academie des Sciences by M. Lippmann. The
said proofs are on glass, and are positive by
reflection, and negative by transparency, each
colour being replaced by its complementary
colour. Thus, M. Lippmann photographed
several coloured spectra, the results he
obtained were very satisfactory, so far as the
colours are reproduced with all their intensity,
and with great exactness of shades. For his
experiments, the distinguished professor and
scientist used plates prepared by himself, the
sensitive surface of which is made either of
gelatine or of bichromated albumen. This sur-
face, not being very sensitive, necessitates a
considerable time in the exposure. If M.
Lippmann has at last succeeded in obtaining
reversed colours by transparency, he will have
certainly fulfilled one of the desiderata of
colour photography, which consists in pulling
off a negative a number of positive proofs.

A FAMOUS PARIS HAUNT.

The Grand Vefour, or *Napoleon's Restaurant*
as it was familiarly called, and which has just
closed its doors after an unbroken existence of
nearly 140 years, was one of the most historical
restaurants in Paris. Though established in
1769, it was only twenty years later that it
became a great resort of fashion. The excellence
of its cooking was proverbial, and apart from
its historical associations, sufficed to attract
English and American wealthy visitors. The
majority of people went for the sake of curiosity,
in order to be able to boast of having sat where
Napoleon, Wellington, and other illustrious
personages had done previously. On the mirrors
which hung round the principal dining room,
were scratched the names of all historical
customers. These are worth keeping, if they
have not already been sold to some "American
millionaire, or English collector of antiquities."

ADMIRAL ROZHDESTVENSKY.

There are now 164 Russian officers and men
at the Sasebo naval hospital. They are all
progressing favourably towards recovery.
Admiral Rozhdestvensky's wound on the head is
not yet healed, but those on the thigh and other
parts are nearly so. He is very cheerful and
passes his time in reading or conversation.

SUPREME COURT.

IN SUMMARY JURISDICTION.

Wednesday, 19th July.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

RENT WOHFAHRT & THE HONGKONG
HOTEL CO., LD.

This was a claim by the plaintiff for the sum
of \$7,000 from the defendant company for
alleged wrongful dismissal.

Mr. R. F. C. Master (of Messrs. Johnson,
Stokes and Master) appeared for the plaintiff,
and Mr. H. W. Locker (of Messrs. Deacon,
Locker and Deacon) represented the defendants.

Mr. Master stated that the plaintiff arrived
in the Colony about the 16th September, 1903,
and took over his duties as *chef* at the
Hongkong Hotel. He continued to perform
these duties to the best of his ability; and as far
as he knew to the satisfaction of the directors,
up to the actual date of his dismissal on the
1st June. The plaintiff brought the action
within the summary jurisdiction of the court
because he wished to avail himself as far as
possible as to clause five of his agreement which
stipulated that he should receive a second class
passage home. About the 27th May, or a
little earlier, some difficulty arose between the
plaintiff and the hotel directors. Mr. Davies,
acting manager of the hotel, had a dispute
with the plaintiff regarding some "souse fish,"
the upshot of which was that the plaintiff was
suspended and ultimately dismissed from the
hotel's service.

The defence was that in a further term
of the plaintiff's agreement, notwithstanding
anything thereinbefore contained, the defendant
company should have power to dismiss the
plaintiff at any time if he should cease to
perform his duty to the satisfaction of the
directors; but in the event of such dismissal the
company should pay the plaintiff two calendar
months' salary and a second class P. and O.
passage to England, provided such passage was
availed of within one month after such dismissal.
A further term of the said agreement stated that
the principal duties of the plaintiff thereunder
would be to attend the market daily (Sundays
excepted) before 6 a.m. and select the best pro-
curable provisions for the use of the defendant
company's hotel. It was also part of the plain-
tiff's duty to teach and supervise the Chinese
cooks, pantries and other persons in the employ
of the company, in the preparation and service
of food. On the 1st June the directors, being
dissatisfied with the manner in which the plain-
tiff was performing his duties, dismissed him,
sending him a cheque for two months' salary and
informing him that his second class passage to
England would be provided within one month
from date. The defendants denied, as stated in
the statement of claim, that the plaintiff had
faithfully and diligently served the defendant
company in accordance with the terms of his
agreement.

Ernst Wohlfahrt, the plaintiff, deposed:—
I am *chef* at the Hongkong Hotel. I first
heard that they required a man through their
agents in London, and entered into an agree-
ment with them, in pursuance of which I came
to Hongkong. I arrived on the 16th Septem-
ber, 1903, and my duties have never been com-
plained of. When engaged, I was told
I would receive a Christmas box of £50
a year, but I have never received such a
present. Shortly after my engagement, I
was told that the food was better. I watched
the Chinese cooks to see that they served the
dishes up properly, and did my best to assist
the manager of the hotel. So far as I know
Mr. Davies was always perfectly satisfied with
me. There is a direction book kept at the
hotel, wherein complaints are written, and I
have to sign it. On 6th April I received a
letter from Mr. Davies in which it was stated
that I was given a 10 per cent. bonus, and
everything went smoothly until May, when a
complaint was made to me by Mr. Osborne
about the age of some carrots. This was the
only personal complaint made to me at that time.
On the 22nd May I was again served with
and there was another complaint. I had seen
to the fish myself, and am sure it was good.
On the 26th May Mr. Davies told me that his
wife was going to make some souse fish,
but I objected, as the boys would laugh at
me if they saw a woman coming into the
kitchen. When I returned from a walk I
found some souse fish in the kitchen and asked
"Whose fish is that?" On being informed
that Mr. Davies got the fish I told one of
the cooks to take it upstairs. Mr. Davies
then came down and after some words
said he suspended me. I replied, "You can't
do it. You have no right. Next day I
received a letter from the directors, together
with a cheque for \$101.12, stating that they had
suspended me. I returned the cheque. At a
meeting of the company I expressed my regret
for using bad language towards the manager.
I have been on the best terms with the rest of
the hotel employees, and have always been willing
to remain in the service of the company.

In cross-examination—When I was engaged,
Mr. Osborne did not tell me I would be
under the orders of the hotel manager, but
he said the manager was a very quiet man.
I did the cooking and attended to
everything that came in. Complaints were
made that the coffee beans were not
good, and Mr. Potts complained that the chops
and steaks were not cut as thick as they used
to be; but when I said, "You can save money by
cutting them thinner, he did not object. When
complaints were made about there not being enough
fat in cold corned beef, and I was requested to
see that some proper fat was put in the
middle of it, my No. 1 cook complied with the
request by sticking in a lump of suet, without
my knowledge. I was not engaged to do what
was done before, but to improve the hotel

cooking. On the 15th June I had left the hotel,
so I never served up any fresh peaches as hard
as bullets. On one occasion I asked Mr.
Osborne what he knew about carrots, and in
consequence was asked to step up to the Board
meeting. I understood Mr. Osborne to say I
would get Christmas boxes from the boarders,
and it was said that I would get a lot of tips.

Re-examined—It was the company's duty to
buy the coffee. The complaints made were
about trivial matters, and were only mentioned
to me in the course of conversation. Mr.
Haynes and myself were on the best of terms.
His Honour.—That is what I was going to
ask you. You are not on such good terms with
Davies as you were with Haynes?

Plaintiff—Only until very lately—until the
last day or so.

His Honour.—There is always an undercur-
rent in these things.

After further witnesses had been examined,
Mr. Locker opened the case for the defence,
and His Honour then adjourned the hearing
until Monday next.

MARINE MAGISTRATE'S COURT

Wednesday, 19th July.

BEFORE MR. BASIL H. TAYLOR (ASSISTANT
HARBOUR MASTER).

CARELESS COXSWAIN.

An inquiry was held into the circumstances
connected with the collision between the steam
launch *America*, Chan Yung, master, and the
steam tug *Tug*, Fok Kam Tai, master, in the
waters of the Colony on the morning of the
10th instant.

Chan Yung, coxswain of the *America*,
deposed.—On the morning of the 10th instant
I was going from Kowloon wharf to Blake
Pier. When about 70 feet from the end of the
pier, I saw the tug on my starboard bow, coming
astern towards me from the Douglas wharf. I
blew two short blasts, stopped my engines, and
put my helm to starboard. The tug still came
astern and struck my starboard bow just
as my bows were getting up to the end of the
wharf. The *Tug*'s engines were going ahead at
the time of the collision, and she was about
ten feet off when she reversed. I was at the
helm at the time, but the coxswain of the *Tug*
was not.

Fok Kam Tai, master of the *Tug*, stated—I
left Douglas wharf to go to Quarry Bay, blew
three short blasts, and went astern for about 80
yards, then ahead. We did not collide with the
other launch. I was not steering, but my
certificated assistant was.

Tin Yan, assistant coxswain of the *Tug*, said
—We were lying alongside Douglas wharf, bows
inshore, and on shoving off went astern. The
America was then on the other side of Douglas
wharf, and we were clear of this before I saw
her. When I did see her I blew three blasts
on my whistle and hailed her to go to starboard.
I reversed engines and went ahead when the
boats were about one yard apart, and had head-
way on, at the time of the collision. No. 1
coxswain, who was on the bridge giving orders,
was in charge.

His Worship considered that the master of
the *America*, having the other launch on his
starboard side, should have kept clear. The
coxswain also made false whistle signals. Fok
Kam Tai, by his own showing was in charge of
the *Tug*, and made no attempt to avoid collision
until the boats were one yard apart. Both
masters were to blame, and their tickets would
be suspended for two months.

FRENCH OPINION OF RUSSIA.

Our Paris correspondent writes:—Russia has
shown herself so deceitful of late that her
present desire to make peace with Japan is not
viewed as sincere as would otherwise be. Many
Frenchmen, on the contrary, consider her latest
anxiety to ascertain the terms upon which Japan
would be willing to negotiate for peace, as
nothing more or less than a fresh diplomatic
feeler in the hope that Japan may betray her
intentions without compromising Russia. The
Czar knows perfectly well what Japan's terms
are by this time, and the sooner he accepts the
moderate conditions without reserve, the sooner
will bloodshed cease. We must be prepared for
no end of talk about peace during the next few
months, until Nicholas II. has at last become
wise and humane, and agrees to sign the treaty
of Peace, as presented by Japan. France will only
believe the Czar to be in earnest about bringing
the bloody and one-sided war to an end when
he gives way to the pride of the Romanoffs.
Obstinately as he has proved in the past,
circumstances show signs of proving stronger
than he anticipated. Yalu, Liao, Yang Shiao,
Port Arthur, Mukden, and the crowning
humiliation of the battle of the Sea of Japan
have demonstrated to his Majesty the utter
futility of continuing a useless campaign; and
the threatening attitude of the Russian nation,
who from the first have loathed a war which
they did not understand, and with which they
had no sympathy, may have—and certainly
ought to have—compelled him to accept the
inevitable at last. If really desirous of making
peace President Loubet, and President Roosevelt
are at his disposal. The disastrous war in the
Far East, with its cumulative catastrophes to
Russian arms on land and sea, has had the effect
of shaking the confidence of Frenchmen in the
might of their ally. The French peasantry sees
its millions of servants in danger, there is neither
profit nor glory in the business—hence the
general desire for peace. May the Czar and his
advisers see wisdom at last, and realize the
gravity of the danger which menaces them if,
for the sake of their shattered prestige, they
persist in further resistance to the manifest will
of the Russian nation.

THE ANTI-TORTURE ORGANIZATION.

The movement started in Hongkong for the abolition of torture in China is progressing steadily. We hear that two Ministers have taken up the matter and have distributed pamphlets to the principal Chinese authorities in Peking. The local committee is also active. They have sent copies of pamphlets to all the principal authorities in the 19 provinces of China Proper and in the outlying territories. They have also sent a letter to Wu Tingfang who has done such meritorious work for legal reform in China.

We have much pleasure in publishing the letter sent by the Committee to H.E. Wu Tingfang, and, thinking it may interest our readers, to have an English translation of the pamphlet published by Mr. Volpicelli, we propose to publish it in an early issue. It is a Chinese translation of the twelfth chapter of Beccaria's famous work on "Crimes and Punishments," which, translated in the principal languages of Europe in the second half of the XVIII. century, brought about with extraordinary rapidity the abolition of torture, then prevalent in most European countries.

The arguments used by the celebrated Italian author are very interesting for us who are now living on the outskirts of the great Empire where unfortunately it is still prevalent. They may even be useful when we happen to meet some old resident whose imperfect mental development has led him to adopt some of the erroneous notions of the country, even those condemned by the most thoughtful and right minded of the Chinese. For, surprising as it seems, we are told that there are still Englishmen who believe that torture is a suitable means of securing evidence in Chinese cases.

The letter to Wu Tingfang read as follows:—

Hongkong, 15th June, 1905.

Excelsior.—Allow us to express our sincere congratulations for the good work you are doing to modify the Criminal Jurisprudence and Procedure of China. Your success in the abolition of "ling-chi" and your proposal for the abolition of Judicial Torture, still under discussion, (as we are informed), represent important landmarks in the present evolution of China. As we have been some time working in the same field, we have much pleasure in offering you all our assistance. We beg to forward you some copies of a pamphlet, containing a translation we considered most opportune at the present moment. It is the translation of the celebrated Chapter XII. of Marquis Beccaria's work on "Crimes and Punishments," a work which, as Your Excellency well knows, was translated in most of the languages of Europe and transformed the Criminal laws of Europe in the XVIII. century.

Perhaps the greatest advantage of international intercourse is the exchange of ideas and historical experiences. The truths discovered by chance or skill in one nation thus become the common property of all mankind, whose progress is therefore rendered more rapid and extensive. We therefore, hope that the thoughts which produced so much good in Europe nearly 150 years ago may assist China in her present state of evolution.

We started our work some months ago, and had the fortune to begin under the auspices of H.R.H. the Duke of the Abruzzi, who graciously consented to preside at our first meeting, and since then we have published the chapter before mentioned in many papers and sent copies of the pamphlet to the principal Metropolitan and Provincial authorities in China, and we shall be most pleased to forward copies either to you or to the addresses you may point out to us.

Movement for the Abolition of Torture in China. Founders' Committee: Z. Volpicelli, Consul General for Italy; J. L. Hoare, Bishop of Victoria; Sir Henry Berkeley, lately Chief Justice; P. de Maria, Ex-Vicar Apostolic.

To His Excellency, Wu Tingfang.

NAVAL "MOUSE-RAPS."

White mice are on the payroll of the British navy and are on duty with a shilling a week. They are used on submarines, three always forming part of a submarine's crew. They are placed near the gasoline tanks to detect any escape of vapour. The white mouse is extremely sensitive to his dietary moves. When the submarines are under way the mice are carefully watched. When they set up a continuous squeaking it is time to look to the gas line tanks, for these animals are able to detect the slightest leakage and at once give warning. The Admiralty set great store by these little animals and insist that they shall be carefully cared for. In addition to the shilling a week pay the mice are given full naval ratings. Fearful that the money and ratings might lead them to debauchery, the "jockies" considerably draw the mice's money and ration and divide them among themselves. Introduction of the mice has led to a new term in the navy. Submarines are now called "mouse traps."

THE DOCK-ACCOMMODATION IN YOKOHAMA.

The need for further dry-dock accommodation so often expressed by the shipping community has been supplied by the demand which is now being made upon the Dock Company by owner and masters of vessels now in port and in the neighboring harbours of the Empire. And, in view of the increased docking facilities offered by the Mitsui Bishi Yard at Nagasaki, as well as that included in the scheme for the extension of the harbour at the Southern port, a change of local interest is given to the subject as showing how the foreign interests of the country are developing notwithstanding the present prolonged conflict. For months past both docks have been fully occupied either in repairing vessels, or slipping them in on the one tide to be cleaned and repainted, and letting them out at the other—Japanese Chamber of Commerce Report.

THE SINKING OF THE "TETARTOS."

PURSER'S NARRATIVE.

Mr. Kato, purser of the German *Tetartos*, which had been chartered by the Onaka Shosen Kaisha and was sunk by the Russian auxiliary cruiser *Tion* on 29th May, has returned to Osaka from Batavia. He describes the incident as follows:—

The *Tetartos* left Otaru on 23rd May, passed the western channel of Tsushima Straits on the night of the 23rd, and reached a point 61 nautical miles south-east of Shanghai, Pootung, on the 24th at 5 p.m., when she was stopped by the Russian *Plicia*. A body of Russian plicers and bluejackets then boarded the steamer and carried away all the important papers. After a while the *Rion* signalled the *Tetartos* to follow her, and we continued steaming until the morning of the 25th when we were instructed to stop. The Russian officers and men of the preceding day returned to our steamer and ordered the crew to leave the vessel in thirty minutes. We were conveyed to the *Rion*, which then fired three shells from a quick-firing gun. A young Russian officer who could speak English, informed us that the captain had given orders that the Japanese should be kept quiet at all hazards and not be allowed to see any details of the vessel. We, seven Japanese, were then confined in a hold at the bottom of the ship, and furnished with a small quantity of black bread and tinned meat. Seven Germans who had been on board the *Tetartos* were treated as guests, while the 29 Chinese members of the crew were treated as ordinary seamen. Owing to a dense fog, the vessel drifted between Shanghai and the Pescadore for two days. On June 3rd at 5 p.m. the *Rion* discovered a British steamer, and overhauled her threw overboard all contraband articles found on board. It was on that occasion that the Russians appeared to have been informed for the first time of the crushing defeat sustained by their fleet at the hands of the Japanese. The crew of the *Rion* were apparently panic-stricken by the news, and increasing the speed of the vessel to 24 knots, she ran south via the Linties Islands. On the afternoon of the 7th, she again overhauled a British steamer on the Manila-Hongkong route. But she refrained from sinking the steamer and steamed ahead again at full speed. It was on the 14th that the *Rion* arrived at Batavia, and on the following day she sailed at the jetty, and we Japanese were then released. We left Batavia on the 16th and arrived at Singapore on the 18th by a French steamer, and then proceeded to Hongkong and Japan. At Batavia we saw five Dutch battleships—*Japan Times*.

TRAGIC DISCOVERY ON A GERMAN STEAMER AT KOBE.

YACHTSMAN GIRL'S DEAD BODY FOUND. At an early hour yesterday morning, reports the *Kobe Herald* of July 10th, the dead body of a Japanese girl was found on the deck of the German mail steamer *Prinz Waldemar* in an almost naked condition, under circumstances which led to the suspicion that she may have been the victim of foul play.

From inquiries which have been made by the police, it appears that a number of Japanese girls, of the most part, about sixteen years of age, were conveyed on a lighter by a Japanese named Yoshida Saburochi to the *Prinz Waldemar*, where they were stowed away in one of the ship's boats, the latter being covered over with a heavy tarpaulin to prevent their presence being discovered. As may readily be imagined, the heat and lack of food soon reduced the unfortunate girls to a miserable condition. With the result that Yoshida, the man in charge of them, seems to have become frightened and disappeared. What happened subsequently among the wretched inmates of the boat is as yet very far from clear, but, as has been said, the body of one of them was found lying on the deck yesterday morning, and the inquiries made by the police, go to show that two Japanese, who were concerned in the stowing away of the girls, tried to throw the victim's body overboard, but, owing to the ship's side, to their consternation, however, the boy fell on the steamer's deck, where it was shortly afterwards discovered. Whether the girl died in the boat from the heat and want of food, or was murdered there, or was killed by her fall, cannot as yet be said. It may be noted, however, that some of the bones of the neck were found to be broken.

The body was sent away from the *Prinz Waldemar* in a launch soon after 9 o'clock yesterday morning, and handed over to the Water Police. The victim has since been identified as Nakamura Tsuru, from Nagasaki Prefecture, and it is said that she was only fourteen years of age. The police are actively enquiring into this gruesome affair, and have already arrested a man named Kumazawa Motaro (who has for some time been suspected of connection with the traffic in Japanese girls), of Nishidomi, Mito, and his female servant, Sagawa Masu, together with two Indians referred to above. Yoshida Saburochi, who is believed to have taken the girls to the steamer, has not yet been found.

"THE SIMPLE LIFE."

A telegram from Richmond, Virginia, gives an interesting account of the simple life led by Mr. and Mrs. Roosevelt while residing on the newly-acquired farm. The President and his wife arrived there after the 7th of May had had a most strenuous week at Washington trying to bring Russia and Japan together. They dined at a neighbour's, and then walked to their farm, which, being newly acquired, was without domesticities. They spent the night there, in a guarded and alone. In the morning Mrs. Roosevelt went down to the kitchen to prepare breakfast. The President's wife found a large oil stove in the kitchen, but not a match was to be had. The President also was without matches, but fortunately a Virginia negro passed along, and from him a match was obtained, and the stove soon had a fire blazing in it. What the President and Mrs. Roosevelt ate for breakfast is unknown, but the meal is said to have been simple and democratic.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 19th at 5 p.m. the typhoon was moving towards N.N.W. to the W. of Nagasaki.

On the 19th at 11.55 p.m. the barometer has risen slightly on the China coast, and fallen a little over the Philippines.

The typhoon has probably moved into the W. part of the S. of Japan.

The Japanese returns are, however, not yet to hand. The sea remains low over Luzon and probably another depression is forming in the Pacific. Light variable winds will probably prevail in the Kermadec Channel, and moderate N.E. to N.W. winds over the N. part of the China Sea. Forecast:—Light variable winds; fair.

THE CRIMINALS OF SAGHALIEN.

WHAT COULD JAPAN DO WITH THEM?

In view of a possible occupation of Saghalien, the Japanese papers are already discussing the procedure likely to be adopted by this country in regard to its population of Russian criminals. In this connection, the *Yomi* points out that there is now a population of 33,200 on the big island—an island bigger than Kinsu and Shikoku rolled into one—and of these 29,000 are Russians. Not ordinary Russian law-breakers. The greater part of them are convicts. A worse or more unmanageable set of men it would be hard to find. Many of them are said to be enrolled as volunteers, and to be divided into small forces of from 60 to 300 each, scattered about at the important places along the coast. The garrison of regulars does not exceed from 700 to 800, so that no great military difficulty is likely to be encountered. The problem will be the subsequent administration of an island with such a population. Our contemporary's view is that a strong hand should be shown from the outset, and that the turbulent spirits should be terrorised into docility. That is certainly one course, but it has the great disadvantage, remarks the *Japan Mail*, that it would expose Japan's administration to severe and probably unjust criticism. The Japanese can not yet afford to treat themselves to the luxury of a free hand. What a European State would do in given conditions without shocking public opinion, may be quite unpalatable for the Japanese. Surely, our Yokohama contemporary contends, the easier and simpler plan would be to deport all these convicts and ticket-of-leave men to Russia? Japan is not bound by any principle of justice or expediency to take over the drag of the Russian population. If she stipulates for the cession of Saghalien, the stipulation can easily carry a rider for the disposal of the island's Russian inhabitants. Those that have settled down peacefully and are engaged in the pursuit of legitimate industry belong to a special category and need not be disturbed. But every man or woman still undergoing sentence or subject to police surveillance should be handed over to Russia, and their transfer should be a matter of pre-arrangement.

GOVERNMENT CLERK VOLUNTEERS.

The order of succeeding Governors, says the *Times of Ceylon*, that all Government employees in Ceylon should be allowed to attend the Volunteer Camp places the heads of departments in an awkward position, for it is not possible to disengage that every volunteer applying for leave can be spared, and the difficulty is that one man has no claim over another to get off, and in an office where a dozen clerks are volunteers there is naturally a good deal of grumbling that the work of these employees should be performed by those not disposed to wear the King's uniform. The result is a number of memorandums between the Head of the department and the clerks, and the head himself begins to get very "sick" over the whole business.

"RED TAPE"

The gross misinterpretation by an Australian Customs officer of the Federal Excise Restriction Act, by which a blind Glasgow manufacturer was prohibited from landing in Tasmania, reminds me that when the famous Rubinstein visited Switzerland for the purpose of giving musical recitals he was obliged to take out a four-shilling licence, like any itinerant musician, permitting him to hold "divertissements musicaux." M. Massenet, the celebrated French composer, was some time ago the recipient of the honorary diploma of Honorary Member of some natural history society. When they reached him in France he had to pay a Customs bill, the wreaths coming under the category of "medical plants." An Anglo-American firm in Paris was for years handicapped by the heavy duty demanded on a registering machine imported by them. It was enclosed in an elaborate case and worked by means of a handle. One day they found that the machine was already being used in several simply removing the handle they could bring the machine into France by their own means, and they learned that by detaching a piece of the case they could pass it through the Customs House as old metal. The scientific apparatus now enters the country in two parcels—the machine in one, the handle and a portion of the case in another, and the whole is catalogued as worthless.

THREAT AGAINST MEMBERS OF PARLIAMENT.

The following is a translation of an Italian letter sent from Glasgow to Mr. J. Wilson, M.P. for the St. Rollox Division:—"Glasgow, June 1, 1905. Dear Sir.—I have just arrived from Paris to help the Italian colony in Scotland with five others; my underlings are ready for casting votes to kill, just as they tried to kill the Hon. Mr. Macdonald, Mr. Macdonald, Mr. Hunter Craig and your two other accomplices who are attempting to close on Sundays and at 10 o'clock on other days. The Bill has thrown the whole Italian population of Scotland into consternation. To-morrow morning we leave for Edinburgh, and then we shall come to London, where we shall wait the issue of this affair; and if the Italians are compelled to close at 10, as has already been done in several places in Scotland, and if Sunday closing is passed, your lives will not be worth a flash of lightning. So tell your people to prepare five ropes to strangle us, for we are ready to do the deed, we salute you, and sign ourselves, Long live anarchy.—L. V. Italian chief, P. M. German; M. F. Frenchman; J. M. T. English; J. R. Frenchman. Then follows a pictorial representation of a dagger.

SENSATIONAL AFFAIR AT TOKYO.

About seven weeks ago, says the *Japan Mail*, there died in Tokyo a celebrated poet, Mr. Nozaki. He was also a member of the Lower House. Exhibiting a taint of leprosy, which, indeed, had declared itself in his person, Mr. Nozaki entered into a compact with his brother, an eminent Professor of the University, and his younger sister that all should remain unmarried so that their family might die with them. In their household, however, was a young student, called Takebayashi Daizaburo, and between him and the young lady an intimate sprang up. It ended in their marriage with the reluctant consent of the two brothers. But it is a constant and later student became ultimately so outrageous that he was divorced and expelled from the family circle. By and-by Nozaki died suddenly, and the story of his marriage had ended had not Daizaburo been apprehended on suspicion of murdering a draggler, Konishi. After the examination of the suspect orders were given for the disinterment of Nozaki's remains, and they are now undergoing chemical analysis. The yellow journals of Tokyo are full of the history. But it may prove a myth after all.

THE BRITISH EMPIRE IN THE FAR EAST.

Mr. Allyn Ireland, read a very interesting paper on "British Empire in the Far East," at a meeting of the Royal Colonial Institute, with Dr. Parkin, C.M.G., in the chair. Mr. Ireland's address ultimately resolved itself into an argument in favour of an economic instead of a political interpretation of tropical civilization.

After drawing attention to the fact that the natives of the tropics have been developed in the whole course of their history, any national Governments based on an economic interpretation of tropical civilization, Mr. Ireland said: "The facts before us explain several important points in connection with the history of the tropics. We have seen that in so far as the idea of a political development of tropical peoples finds expression in Europe and America, it can be traced to our own sense of the importance of political growth among our races. It has, upon the further that the reason why our economic conditions have produced the desire for an increasing popular form of Government is not only that economic advancement produces suffering which it is hoped may be relieved by legislation, but also that the idea of economic advancement threatens that belief in free will which forms part of our religion. It is clear that if, on the one hand, man is urged by the instinct of his economic environment to seek relief in the field of politics, he is, on the other hand, not less urged towards the same course by the influence of his religious sentiments. For, although the material, the stress, and the anxiety produced by economic pressure are the most apparent reasons for his efforts to secure relief, they are, in fact, founded in a deeper cause. It is the threat that man's growing correlation of economic helplessness will destroy his sense of free will, and thus make him a moral as well as an economic slave, which causes him to struggle so violently in the name of his economic environment. In this struggle he is sustained by all the teachings of the Christian religion, for without the idea of free will Christianity would be an empty creed."

Now, wherein lies the application of all this to the problem of tropical Government, and what principle is to be formulated for our guidance by applying our theory to the conditions of tropical life? It is obvious that, as there has been in Burma, in the Malay Peninsula, and in Borneo, no pressure of population upon the means of subsistence, economic pressure, which is the root of political conditions in a people, has found no place in the annals of those countries. When we turn to India we find a most interesting application of our theory. In India, from very early times, economic pressure has been severe, and to this fact we may trace the existence of the village community, which afforded to small bodies of people the element of representation in regard to the management of petty local affairs. Until after the conquest of India by the British power the village community of India was for all practical purposes, self-contained communities, the economic life was conditioned almost entirely by a cause operating within the community itself, and hence there never arose any desire from economic causes to carry the political authority of the community beyond its own limits. Again, the extraordinary social conditions of India, and particularly the institution of caste, worked against the prospect of any political growth beyond the stage of the village community. But in India, as in Europe, religion has played an important part in determining the course of political evolution. In Europe, as we have seen, the religious conception of free will operated in the same direction as the economic stimulus, and operated with great force. In India, on the other hand, the great mass of the people have always belonged to religions of which the idea of free will forms no part, but of which, on the contrary, the belief in fatalism is the strongest characteristic. It is very evident, then, that a conviction of economic enslavement, so far from outraging the moral sentiments of the people of India, would fit their religious beliefs with the utmost nicety, and it is not less clear that in a community deeply religious as the Indian community, the fatalistic idea would be strong enough to check any tendency towards political activity even if the economic conditions were such as to suggest such ambitions. In conclusion the principle which seems to stand clearly forth on a consideration of the facts I have presented to you is this, that, as economic pressure and Christian morality have been at the root of political progress in Europe, it is useless to expect that there can be any natural growth of political activity in tropical countries until economic pressure and the idea of free will take the place of economic cause and the philosophy of fatalism. Until these changes occur, every movement in the direction of popular Government in the tropics can rest only upon artificial foundations, and can lead only to failure, disappointment, and social chaos.

HAT MANUFACTURE.

In a few localities in the Philippines a hat is manufactured that in strength and durability rivals the best Panama; and in lightness, beauty and finish far exceeds them. This particularly handsome collection is known as Buntal and is woven of the more or less finely shredded strands of the leaf of the Buri palm. The strands of this fibre are all trimmed down to a uniform size with a clumsy bolo, but so deftly welded that there is no appreciable difference in the size of the strands in the cheap, coarse hat that retails for twenty cents. In the finest hats the strands are as fine as No. 40 wool count, and under a strong magnifying lens reveal no more irregularities than the finest of these threads.

Some of these hats weigh less than two ounces, may be crushed or twisted without injury and be laundered again and again. The retail price of a fine hat is about \$2.50 although this figure runs up to as much as \$20 for exceptionally fine articles.

There has been in the past a more or less erratic export trade in these hats; a few European merchants, having opportunities in Manila, making up at one time a demand that exceeded the supply, and then losing it by the substitutions of high-priced but inferior articles. The limited export trade is today confined to a few European commissionaires, who, having once determined the superiority of the Philippine Buntal hat, patiently wait till one is made to their order. The decadence of the industry is entirely due to a lack of co-operation between hat makers and shippers, as to anything like concerted action of the hat makers to supply may be regulated. As the market stands, there are continuous months when the ships are glutted and then many months of actual hat famine. In a place like Lucban, where there are hundreds of families trained for generations in the hat-making craft, and only requiring co-operation, collection, or the practical guidance of a good business director, this industry could be made to flourish as it never did. Here too is found not only the labour, but ample and inexhaustible supplies of the Buri palm, abundant and excellent water power, and a climate so balmy and conducive to work, that heavy blankets are an essential to comfort during every night in the year.

THE WEATHER IS MORE SETTLED NOW: LOOK UP YOUR CAMERA.

If you find it to be mouldy send it to us and we shall clean and re-varnish it for you FREE OF CHARGE. Be quick, as cameras sent in after the 25th inst. will be subjected to the usual charges.

LONG. HING & CO., 17, QUEEN'S ROAD.

Hongkong, 12th July, 1905.

RUSSIAN PIRATE SHIPS.

STRONG OPINIONS IN ENGLAND. The emphatic protest delivered by Sir Charles Hardinge to Count Lamsdorff has elicited a from that sorely perplexed Minister a humiliating confession that the Russian Admiralty is helpless to prevent piratical proceedings by the Volunteer Fleet. There is no attempt to deny that, after the sinking of the *Knicht Commander*, a formal undertaking was given by the St. Petersburg Foreign Office that the "incident" should never be repeated. It is further admitted that the *St. Kilda* has been sent to the bottom in reprisals for the same matter. There is only too much reason to believe that the British merchantmen have been similarly dealt with. The Ministry of Marine doubts, it is true, that the *Oldhamia* has met with the same fate. But this repudiation of responsibility casts grave doubts on Count Lamsdorff's explicit acknowledgment that the Russian Admiralty cannot communicate with the filibustering craft, as it never knows where they are at any given moment. Their commanders are, consequently, preying on neutral commerce, and paying no regard whatever either to international law or to the laws of their own country. It is much the same situation as when British and Spanish buccanniers and galleons made war upon one another wherever met, even when their respective countries were at peace. But there is one blacker feature in the present system of outrages. The neutral vessels are summarily sunk or unarmed, and when they make surrender to superior force, their commanders and crews believe—as they have every right to—that the prescriptions of the international code will be strictly complied with. The buccanniers, on the contrary, know that they fought with halteres round their necks, and the suspension of these free-sea-rovers from the yard-arm of the victor's ship was accepted as quite in harmony with maritime etiquette. There was no deceit on either side; both recognised the justice of "vao victis."

The *Kuban*, *Terek*, *Dnieper*, and other Russian cruisers are pirates, and nothing less; they have broken loose from the control of their Government, as Count Lamsdorff confesses, and consequently cannot be punished through its instrumentality. But punished they must be in such sharp fashion as to bring their enormities to an end, once for all. Formal intimations should, therefore, be given at once to Count Lamsdorff that, as he acknowledges his inability to prevent a recurrence of such outrages, Great Britain intends to take whatever action seems best calculated to serve that purpose. There is only one kind of action likely to be effective, in restraining the piratical commanders from wreaking vengeance on innocent, unarmed ships. The "lex talionis" should supply the blank in this page of history; any vessel flying the Russian flag which sinks a neutral at sea, should be hunted down and subjected to the same treatment. If resistance was offered, the officers and crews would, of course, be tried by the international code for piracy in the country damaged by their monstrous proceedings. It must come to that, if the St. Petersburg Government continues to plead helplessness, whatever other Powers may do, Great Britain cannot, and will not, accord impunity to maritime banditti who contemptuously ignore the plainest prescriptions of civilisation. For a time, only British merchantmen were sunk, but the Russian appetite has evidently been refreshed by what it fed on, and other nationalities have lately been subjected to the same treatment, even including Germany, in spite of the Kaiser's desire to cultivate more friendly relations with his powerful neighbour. But it is of no concern to the greatest of maritime Powers what action other Governments take or leave untaken. Great Britain, fortunately, can police the high seas without alien co-operation, even at the risk of armed hostilities.—*Globe*.

A NEW GERMAN CABLE.

For some years the Eastern Europe Telegraph Company has sought from Turkey a concession for laying down a submarine cable from the Roumanian port of Kustendji, known as Constantza since 1878, and Constantza. On April 25th the concession for laying the cable was begun by the German telegraph ship *Podbielski*, in the presence of the King and Queen of Roumania. This new cable will make Germany independent of foreign cable systems, and in a few years this purely German system will be extended to the Persian Gulf, to the Red Sea and probably to India. In fact, the *Koelnische Zeitung* says that "through telegraphic communication between Germany and Constantinople by German lines is not the final aim of the new cable."

Attention is drawn to the fact that already several German lines of telegraph are approaching their completion: parallel to the Baghdad Railway and right across Asia Minor and Mesopotamia, and thereby the Berlin and Constantinople line will be extended via Samsat, Angora, Diarbekir, Mossul, and Bagdad to Basra, in Asiatic Turkey, on the Euphrates, and 56 miles from the Persian Gulf, and to Fao, on the Persian Gulf, where the Indo-European cable of the Indian Government ends. When this German project is completed there will be a new telegraph system to compete for the large exchange of communication between Europe and India and Eastern Asia. It is claimed that the new German system will be both quicker and cheaper than those already existing, and German experts anticipate that German telegraphic communication with India. The projected German line of telegraphs to the Persian Gulf has been christened the "E.B.E. Line" because starting from Berlin, it will call at Bremen, Baryuzeni, Bucharest, Byzantium, Baghdad, and Basra.

LATEST STEAMER MOVEMENTS.

The N.D.L. str. *Borneo* left Sandakan on Sunday, a.m., and may be expected here to-day, p.m.

The H.M.L. str. *Sambra*, from Hamburg, left Singapore for this port on the 15th inst., p.m., and may be expected here on the 24th inst., p.m.



CLARETS.

	1 doz.	2 doz.	1 doz.
VIN ORDINAIRE	\$4.75	\$8.75	\$4.75
COTES	5.25	6.25	9.25
MEDOC	5.75	6.75	9.75
ST. EMILION	6.75	7.75	10.75
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.50	11.50	14.50
Cos St. MICHEL	12.50	13.50	16.50
Ch. LEVILLON	13.00	14.00	17.00
Ch. LAROSE	13.00	14.00	17.00

AMERICAN.

CALIFORNIA	\$4.75	\$5.75	\$8.75
ZINFANDEL	5.75	6.75	9.75
SPANISH.			
VALDEPENAS	\$4.75	\$5.75	\$8.75

H. PRICE & CO. 12, QUEEN'S ROAD, CENTRAL.

ROBINSON PIANO Co., Ltd.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS OF THE HIGHEST CLASS.

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES AT

MODERATE PRICES.

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS' EXPERIENCE AS

EXPERTS DEVOTED EXCLUSIVELY TO THE PIANO TRADE.

WE ARE BY FAR THE LARGEST IMPORTERS AND MANUFACTURERS IN CHINA, AND STOCK THE GREATEST VARIETY OF

MAKES. HONGKONG, 9th June, 1905. [1863]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

OLEYS, SCHULTZES, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE. and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 888. AIR GUNS and AMMUNITION in variety.

WM. SCHMIDT & CO. 100 Hongkong 28th November, 1902.

DR. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 a.m. to 5 p.m.

No. 2, FEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel) Hongkong, 5th 1905. 1370

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and sent to the office of the Daily Press only, and special business matters to the Manager.
Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.R.O., 5th Rd. Liekei.
P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

TO LET.
No. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 20th July, 1905. [1707]
HONGKONG ICE COMPANY, LIMITED

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per share. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after Wednesday the 2nd August.

THE TRANSFER BOOKS of the Company will be open from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 18th July, 1905. [1708]

LOCAL NOTICE TO MARINERS.

No. 48.

ROCK TO THE NORTH OF LAMOOKS.

The following information has this day been received from the Commander of H.B.M.'s surveying ship *Waterwitch*:—

A rock with 20 feet over it at L. W. O. S. and depths of 8 to 17 fathoms close round is situated in the following position:—

From the Rock—
Lamook Island Light bears S. 7° W. Centre of Dome Island bears S. 65° W. distant 11 1/2 miles.
North Point Nomon Island bears N. 73° W. The rock is marked by tide rips during the strength of the tide. The lead gives no warning of approach.

Bearings are Magnetic.
Lat 23° 29' N.
Long 117° 19' E.

C. P. LYNBORG,
Acting Harbour Master.

Approved.
FRANK SMITH,
Acting Commissioner of Customs.
Custom House,
Swatow, 17th July, 1905. [1709]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.
No. 29 of 1905.

Re CHAN LEUNG CHAM alias CHAN KIM SHIN lately trading at No. 390 Des Vaux Road Central, Victoria Hongkong, Merchants.

NOTICE IS HEREBY GIVEN that all Creditors who have claims against the above named debtor CHAN LEUNG CHAM alias CHAN KIM SHIN should file proof of their claim with the undersigned within 7 days from this date.

G. H. WAKEMAN,
Official Receiver.
Dated the 19th day of July, 1905. [1710]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALACCA"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. *Moldavia*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 26th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 13th July, 1905. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"AUSTRIA"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whose delivery may be obtained.

This Vessel brings on Cargo:—
From Venice ex s.s. *Espero*, transhipped at Trieste.
From Zanzibar ex s.s. *Africa*, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before noon, on the 25th July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th July, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELE & CO.,
Agents.
Hongkong, 18th July, 1905. [13]

NEW ADVERTISEMENTS

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship

"SACHSEN,"

Captain v. Letten-Petersen, will leave for Europe TO-DAY, the 29th inst., at 4 P.M.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 19th July, 1905. [15]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Olfert, will be despatched for the above ports on TUESDAY 25th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.,

Agents.

Hongkong, 20th July, 1905. [1638]

EASTERN AND AUSTRALIAN STEAM.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Holmes, will be despatched for the above ports on WEDNESDAY, the 9th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A fully qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 19th July, 1905. [1706]

INTIMATIONS.

THE EVENT OF THE SEASON.

TO-NIGHT (THURSDAY), 29th JULY

SANDOW.

THE PERFECT MAN

and exponent of Physical Culture,

And his GRÆCO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

SANDOW will appear nightly from 9.15 to 10.15 for the benefit of those living out of town.

From 10.30 to 11.45 athletic displays by the pupils.

Plan at the ROBINSON COMPANY.

PRICES:—\$3, \$2 and \$1.

Doors Open 8 P.M. Overture 9.15 P.M.

A Special Car will run to the Peak every night 15 minutes after the Performance.

Hongkong, 14th July, 1905. [1673]

CINEMATOGRAPH SHOW

OF THE

RUSSO-JAPANESE WAR.

NAVAL AND MILITARY BATTLES.

TWO SHOWS EACH EVENING.

7.30 to 9 P.M. and 9.15 to 11 P.M.

1st Class—50 cents; 2nd Class—30 cents; 3rd Class—15 cents.

TENT OPPOSITE CENTRAL MARKET.

JAPANESE CINEMATOGRAPH CO.

Hongkong, 18th July, 1905. [1695]

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. WILLIAM WILSON has this day assumed charge of the Company as Acting Chief Manager during the absence on leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors.

C. P. CHATEL,
Chairman.

Hongkong, 13th July, 1905. [1668]

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS TO INTERFERING CONSUMERS:—

1. SERVICES up to 50 feet in length will be laid FREE.

2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting lateral pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting, and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY,
Local Secretary.

Hongkong, 14th June, 1905. [1441]

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND RESERVE FUND

Authorized Capital \$10,000,000

Capital Paid Up \$3,250,000

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HEAD OFFICE: New York.

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NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 26th May, 1905. [1632]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, Limited.

Interest on Deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1850.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID UP " 18,000,000

CAPITAL UNPAID UP " 6,000,000

RESERVE FUND " 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:

Tokio Kobe Nagasaki

London Lyons New York

San Francisco Honolulu Bombay

Shanghai Tientsin Newchwang

Dalry Peking Mukden

Port Arthur Chefoo

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED

CABLES BANK, LIMITED

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 5 per cent.

" " " 6 " " 4 " "

" " " 8 " " 3 " "

" " " 10 " " 2 " "

" " " 12 " " 1 " "

" " " 15 " " 1/2 " "

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" " " 72 " " 1/128 " "

" " " 84 " " 1/256 " "

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" " " 108 " " 1/1024 " "

" " " 120 " " 1/2048 " "

" " " 132 " " 1/4096 " "

" " " 144 " " 1/8192 " "

" " " 156 " " 1/16384 " "

" " " 168 " " 1/32768 " "

" " " 180 " " 1/65536 " "

" " " 192 " " 1/131072 " "

" " " 204 " " 1/262144 " "

" " " 216 " " 1/524288 " "

" " " 228 " " 1/1048576 " "

" " " 240 " " 1/2097152 " "

" " " 252 " " 1/4194304 " "

" " " 264 " " 1/8388608 " "

" " " 276 " " 1/16777216 " "

" " " 288 " " 1/33554432 " "

" " " 300 " " 1/67108864 " "

" " " 312 " " 1/134217728 " "

" " " 324 " " 1/268435456 " "

" " " 336 " " 1/536870912 " "

" " " 348 " " 1/1073741824 " "

" " " 360 " " 1/2147483648 " "

" " " 372 " " 1/4294967296 " "

" " " 384 " " 1/8589934592 " "

" " " 396 " " 1/17179869184 " "

" " " 408 " " 1/34359738368 " "

" " " 420 " " 1/68719476736 " "

" " " 432 " " 1/137438953472 " "

" " " 444 " " 1/274877906944 " "

" " " 456 " " 1/549755813888 " "

" " " 468 " " 1/1099511627776 " "

" " " 480 " " 1/2199023255552 " "

" " " 492 " " 1/4398046511104 " "

" " " 504 " " 1/8796093022208 " "

" " " 516 " " 1/17592186044416 " "

" " " 528 " " 1/35184372088832 " "

" " " 540 " " 1/70368744177664 " "

" " " 552 " " 1/140737488355328 " "

" " " 564 " " 1/281474976710656 " "

" " " 576 " " 1/562949953421312 " "

" " " 588 " " 1/1125899906842624 " "

" " " 600 " " 1/2251799813685248 " "

" " " 612 " " 1/4503599627370496 " "

" " " 624 " " 1/9007199254740992 " "

" " " 636 " " 1/18014398509481984 " "

" " " 648 " " 1/36028797018963968 " "

" " " 660 " " 1/72057594037927936 " "

" " " 672 " " 1/144115188075855872 " "

SHIPPING.

ARRIVALS.

CHINA, British steamer, 19th July, from Canton.
 CHINA, American str., 18th July, from San Francisco to 17th June and Manila 17th July, Mail and General—P. M. S. S. Co.
 RIGER, Norw. str., 875, Chr. Rasmussen, 18th July, 8 a.m.—17th July, Billast.—Hamburg Amerika Linie.
 EVANGELIA, British str., 2,468, Wm. Burgess, 19th July, Calcutta 3rd July, Coals—Dobson & Co.
 PHILIP, Norwegian str., 860, N. Andersen, 19th July, Haiphong 14th July, General—A. Rasmussen & Co.
 HAILAN, French str., 377, L. Andersen, 19th July, Haiphong and Hanoi 18th July, General—A. R. Morty.
 HAITAN, British str., 1,183, J. S. Roach, 19th July, Coast Ports and Swatow 18th July, General—Douglas Lapraik & Co.
 HYON, British str., 4,232, J. A. Davis, 19th July, Shanghai and Fuzhou 17th July, General—Hutchinson & Co.
 MAGALLANES, American str., 716, A. Yezabal, 18th July, Manila 16th July, Sager—Order.
 MALACCA, British str., 2,615, G. W. Babot, 19th July, Antwerp 4th June and London 10th General—P. & O. S. N. Co.
 SILVER, Norwegian str., 2,267, Laur. Christensen, 19th July, Moji 14th July, Coals—Mitsui Bussan Kaisha.
 TUNOSHU, British steamer, 19th July, from Canton.
 VIRGINIA, British str., 2,260, Macdonald, 18th July, Moji 14th July, Ballast—Order.
 YONOH, British str., 1,305, J. H. Brown, 19th July, Shanghai 14th July, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 19th July.
 UYON, British str., for Singapore.
 MARIECHEN, German str., for Singtau.
 PAKING, British str., for Shanghai.
 YONOH, British str., for Canton.
 ZANBESI, British str., for Moji.

DEPARTURES.

19th July.
 BRISGOTIA, German str., for Hamburg.
 DAGNY, Norwegian str., for Canton.
 DREFA, Norwegian str., for Bangkok.
 HUE, French str., for Haiphong.
 JOHANNES, German str., for Heliopol.
 KIKIANG, British str., for Shanghai.
 MACHVEN, German str., for Bangkok.
 SITOMIA, German str., for Singapore.
 TANGANG, British str., for Shanghai.
 TREMACHOS, British str., for Saigon.
 TULATJAP, Dutch str., for Shanghai.
 VIRGINIA, British str., for Singapore.
 WOSANG, British str., for Tientsin.

SHIPPING REPORTS.

The Norwegian str. *Silva* reports: Very fine weather throughout.
 The British str. *Higon* reports: Light variable winds, fine clear weather and smooth sea.
 The British str. *Haitan* reports: Fine and clear weather, light variable W.S.W. breeze.

VESSELS IN DOCK.

19th July.
 ABERDEEN DOCK.—*Transocean*, *Humber*, *Hocking*, *Hainan*, *Progen*, *Prinz Waldemar*.
 COSMOPOLITAN DOCK.—*Eiger*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship.

"HAITAN."
 Captain Roach, will be despatched for the above ports TO-MORROW, the 21st inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAPRAIK & CO.,
 General Managers.
 Hongkong, 19th July, 1905. [1705]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.
 Captain Colledani, will leave for the above places TO-MORROW, the 21st inst., at 11 A.M.
 For Freight or Passage, apply to
 SANDER, WIELER & CO.,
 Agents,
 Princes' Building.
 Hongkong, 14th July, 1905. [3]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR
 FRIEDRICHSHAFEN, HEBBESBACH, MANUPT, BRISBANE, SYDNEY AND MELBOURNE.
 On TUESDAY, the 25th July, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemmes, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.
 NORDDEUTSCHER LLOYD,
 For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 3rd July, 1905. [1590]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"KENNEBEC,"
 will be despatched on or about the 25th July.
 For Freight & further information, apply to
 STANDARD OIL COMPANY OF NEW YORK
 Oriental Freight Department,
 4, Des Voeux Road, Central.
 Hongkong, 5th July, 1905. [1118]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	1 m.	S. Barcham	P. & O. S. N. Co.	About 20th inst.
LONDON, &c. VIA PORTS OF CALL.	ORFAN	Brit. str.	1 m.	H. W. Kennick, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON, AMSTERDAM & ANTWERP.	AJAX	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP.	DOMENEUS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP.	PAKING	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 29th Aug.
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 29th Sept.
LONDON, AMSTERDAM & ANTWERP.	ANTONIS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 29th Sept.
MARSEILLES, &c. VIA PORTS OF CALL.	TOURANE	Brit. str.	1 m.	Girard	MESSAGERIES MARITIMES.	On 25th inst., at 1 p.m.
BREMEN, VIA PORTS OF CALL.	SACHSEN	Ger. str.	1 m.	F. v. Lottow-Petersen	MELCHERS & CO.	To-day, at 4 p.m.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	1 m.	Schulke	HAMBURG-AMERIKA LINIE	On 2nd Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SAHIA	Ger. str.	1 m.	Luning	HAMBURG-AMERIKA LINIE	On 14th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SAHIA	Ger. str.	1 m.	Förk	HAMBURG-AMERIKA LINIE	On 25th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	1 m.	v. Doehren	HAMBURG-AMERIKA LINIE	On 20th Sept.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Aus. str.	1 m.	Tomanovich	SANDER, WIELER & CO.	On 29th inst., p.m.
GENOA, MARSEILLES & LIVERPOOL.	TELEMACHOS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 24th inst.
GENOA, MARSEILLES & LIVERPOOL.	STANTON	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 20th Aug.
GENOA, MARSEILLES & LIVERPOOL.	YANOWSE	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 20th Sept.
NEW YORK VIA PORTS & SUEZ CANAL.	KENNEDY	Brit. str.	1 m.	Dobronz	STANDARD OIL CO.	About 24th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	VERBONA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	ST. HUGO	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 12th Aug.
NEW YORK VIA SUEZ	VANDALIA	Ger. str.	1 m.	Haase	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 2nd Aug.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 9th Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	SHAWMUT	Am. str.	1 m.	E. V. Roberts	DODWELL & CO. LIMITED.	To-day.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN.	MACHON	Brit. str.	1 m.	Feldmann	Butterfield & Swire	On 7th Aug.
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Brit. str.	1 m.	Woltemmes	PORTLAND & ASIATIC S.S. CO.	On 21st inst., at Daylight.
AUSTRALIAN PORTS VIA SHANGHAI, &c.	PRINZ WALDEMAR	Ger. str.	1 m.	Helms	MELCHERS & CO.	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA SHANGHAI, &c.	KALAS	Brit. str.	1 m.	G. W. Babot, R.N.R.	Gra. LIVINGSTON & CO.	On 2nd Aug.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	MAKKA	Brit. str.	1 m.	Butterfield & Swire	P. & O. S. N. Co.	To-morrow, at Daylight.
YOKOHAMA & KOBE	TSINAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 22nd inst.
JAPAN VIA SHANGHAI	TULATJAP	Dut. str.	1 m.	Jardine, Matheson & Co.	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI VIA NINGPO.	TUNGSHING	Brit. str.	1 m.	Colledani	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	AUSTRIA	Aus. str.	1 m.	Sander, WIELER & CO.	SANDER, WIELER & CO.	To-morrow, p.m.
SHANGHAI	HANGAR	Brit. str.	1 m.	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	On 22nd inst., at 3 p.m.
SHANGHAI	KOCHOW	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	MAKKA	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	About 24th inst.
SHANGHAI	DAIJIN MARU	Brit. str.	1 m.	R. A. Peters	P. & O. S. N. Co.	About 24th inst.
SWATOW & AMOY	PROTEUS	Ger. str.	1 m.	Krambe	OSAKA SHOSHEN KAISHA	On 23rd inst., at 8 A.M.
ANPING VIA SWATOW & AMOY	PROMISE	Ger. str.	1 m.	Roostensen	OSAKA SHOSHEN KAISHA	On 26th inst.
SWATOW, AMOY & FOCHOW	HATTAN	Brit. str.	2 h.	Roach	DOUGLAS LAPRAIK & CO.	To-morrow, at 11 A.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	CHIRILL	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-morrow.
MANILA	YUENHANG	Brit. str.	1 m.	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
MANILA	ZAPHO	Brit. str.	1 m.	Sherman, Tomes & Co.	SHERMAN, TOMES & CO.	On 22nd inst., at Noon.
MANILA	TEAN	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 25th inst.
MANILA	RELI	Brit. str.	1 m.	Sherman, Tomes & Co.	SHERMAN, TOMES & CO.	On 28th inst., at Noon.
CEBU & CLOLO	KALAS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 29th inst.
SINGAPORE, SOURABAYA & SAMARANG	SUNGKANG	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 29th inst.
SINGAPORE, PENANG & CALCUTTA	CHUNHANG	Brit. str.	1 m.	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	On 22nd inst., at 3 p.m.
	GRIGORY APCAR	Brit. str.	1 m.	DAVID SASSOON & CO., LD.	DAVID SASSOON & CO., LD.	On 25th inst., at 3 p.m.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,605	E. V. Roberts	Thursday, July 20th
TREMONT	9,605	T. W. Gerrick	Tuesday, August 8th

† Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 26th June, 1905. [7]

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SWATOW AND AMOY	"DAIJIN MARU"	THURSDAY, 20th July, at 10 A.M.
TAMUI VIA SWATOW	"PROTEUS"	SUNDAY, 23rd July, at 8 A.M.
ANPING VIA SWATOW	"PROMISE"	WEDNESDAY, 26th July.
AND AMOY	THORSTENSEN	

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
 On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 18th July, 1905.
 T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON & ANTWERP	JAVA	About 20th July	Freight and Passage.
SINGAPORE, PENANG, &c.	S. Barcham	July	
COLOMBO AND PORT SAID			

YOKOHAMA VIA SHANGHAI, MALACCA

MOJI and KOBE G. W. Babot, R.N.R. Daylight 21st; Freight and Passage.

(Passing through the Inland Sea)

SHANGHAI MALTA R. A. Peters About 27th July Freight and Passage.

LONDON, &c. CHUSAN H. W. Kennick, R.N.R. Noon, 28th July See Special Advertisement.

For further Particulars, apply to—
 L. S. LEWIS,
 Acting Superintendent.
 Hongkong, 19th July, 1905. [1]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ACILIA	HAVRE and HAMBURG	On 2nd Aug. Freight.
Cap. Schülke	(Calling at Singapore, Penang and Colombo)	
SEEZLA	HAVRE and HAMBURG	On 14th Aug. Freight.
Cap. Ehlers	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAVRE and HAMBURG	On 23rd Aug. Freight.
Cap. Luning	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAVRE and HAMBURG	On 6th Sept. Freight & Passengers.
Cap. Förk	(Calling at Singapore, Penang and Colombo)	
SCANDIA	HAVRE and HAMBURG	On 20th Sept. Freight & Passengers.
Cap. v. Doehren	(Calling at Singapore, Penang and Colombo)	
VANDALIA	NEW YORK VIA SUEZ	About beginning of Oct.
Cap. Haase	with liberty to call at the Malabar coast	

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins airships. Lighted throughout by electricity. Daily qualified doctor and stewardesses are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, "No. 1, QUEEN'S BUILDING."

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMERS	Tons	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4,370	Feldmann	July 22nd, 1905.
"ARABIA"	4,483	Metzenhain	August 12th, 1905.
"ARAGONIA"	5,198	Schuldt	September 1st, 1905.
"NICOMEDIA"	4,370	Wagmann	September 26th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 14th July, 1905. [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
SACHSEN	THURSDAY 20th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ BIEL FRIEDRICH	WEDNESDAY 29th August
PRUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
BAVERN	WEDNESDAY 11th October
ZIETEN	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 5th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON THURSDAY, the 20th day of JULY, 1905, at 4 P.M., the Steamship "SACHSEN," Captain F. v. Lottow-Petersen, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 18th July. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to—
 NORDDEUTSCHER LLOYD.
 MELCHERS & CO., AGENTS.
 Hongkong, 15th July, 1905. [5]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship

"SYDNEY."
 Captain Combe, will be despatched for the above ports on or about MONDAY, 24th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 18th July, 1905. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	On 23rd July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 8th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 9th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"COFAK"	On 16th August.
GLASGOW and LIVERPOOL	"PELUS"	On 23rd August.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 30th August.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 31st August.
GLASGOW and LIVERPOOL	"JASON"	On 31st August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 10th September.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	On 23rd July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 8th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 9th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"COFAK"	On 16th August.
GLASGOW and LIVERPOOL	"PELUS"	On 23rd August.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 30th August.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 31st August.
GLASGOW and LIVERPOOL	"JASON"	On 31st August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 10th September.

HOMEWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	On 23rd July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 8th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 9th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"COFAK"	On 16th August.
GLASGOW and LIVERPOOL	"PELUS"	On 23rd August.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 30th August.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 31st August.
GLASGOW and LIVERPOOL	"JASON"	On 31st August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 10th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA
EASTWARD.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, YOKOHAMA	"MACHAON"	On 7th August.
	"JASON"	On 3rd September.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TELEMACHUS"	On 20th July.
	"NINGCHOW"	On 17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th July, 1905. [930]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	DATE
SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"CHIHLI"	On 21st July.
YOKOHAMA and KOBE	"TSINAN"	On 22nd July.
SHANGHAI	"YOHOW"	On 22nd July.
MANILA	"YALAN"	On 22nd July.
CEBU and ILOILO	"SUNGKIANG"	On 29th July.

DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY and
MELBOURNE.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1905. [11]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

STEAMER	CAPTAIN
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callaghan.
S.S. "CORNFIELD"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "KIBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905. [19]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon and cabins. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat., 22nd July, Noon.
RUBI	2540	A. H. Nolley	Manila	Sat., 24th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th July, 1905. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

STEAMSHIP	DATE
S.S. "INDRAWADI"	On 31st July.
S.S. "SIERRA BLANCA"	On 20th September.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 17th July, 1905. [1004]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"EMPEROR OF CHINA" 6,000 Tons Com. E. Archibald, R.N.R. WEDNESDAY, 2nd Aug.
"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.
"TARTAR" 4,425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 18th Sept.
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.
Hongkong to London, 1st Class, via St. Lawrence 230. via New York 242.
Intermediate on Steamers, 240. 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Paddar Street

[6]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE
SHANGHAI VIA NINGPO	"TUNGSHING"	Thursday, 20th July, 3 p.m.
MANILA	"YUENSANG"	Friday, 21st July, 4 p.m.
SINGAPORE, SOERABAYA and SAMARANG	"CHUNSAUNG"	Saturday, 22nd July, 3 p.m.
SHANGHAI	"HANGSANG"	Saturday, 22nd July, 3 p.m.

These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 10th July, 1905. [18]

VESSEL ON THE BERTH DAMPFSCHIFFS-REHDEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
With Liberty to Call at the Malabar Coast.
The Steamship

"VERONA"

Captain Dobson, will be despatched for the above port on or about TUESDAY, the 25th
July.

To be followed by the Steamship

"ALBENGA."

Captain Peterson, on or about end of August.

For Freight apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 10th June, 1905. [1468]

SHIPPING IN PORT.

ALDERSHOT, British str., 1,354, Adam, 24th
July.—Chinkiang 20th June, General.—
Doddwell & Co.

ABDOL, British str., 2,270, W. L. Smith, 16th
July.—Mojoi 10th July, Coals.—Mitsui
Bussan Kaisha.

ASTORIA, Austrian str., 8,479, R. Colledani,
18th July.—Tientsin 27th May and Singa-
pore 12th July, General.—Sander, Winer &
Co.

BANGKOK, German str., 1,236, F. Busche, 16th
July.—Bangkok 9th July, Rice.—Butter-
field & Swire.

BEDOUIN, British str., 2,245, H. Sandow, 14th
July.—Mojoi 9th July, Coal.—Doddwell & Co.

BLACKHEATH, British str., 1,719, W. T. Sher-
born, 11th July.—Wahoo and Chinkiang 7th
July, General.—Doddwell & Co.

BRAND, Norwegian str., 1,519, J. Johannessen,
12th July.—Chinkiang 6th July, Rice.—
Chinese.

CHIRLI, British str., 1,143, Hooker, 16th July.
Tientsin 10th July, General.—Butterfield
& Swire.

CHILHAR, Norwegian str., 1,102, Arnesson, 9th
July.—Calcutta 23rd June, Coal.—Aagaard,
Thoresen & Co.

CHOYANG, British str., 1,424, T. W. Selby,
17th July.—Shanghai 15th July and Swatow
16th, General.—Jardine, Matheson & Co.

CHUNANG, British str., 1,418, R. Cox, 12th
July.—Pekalongan 3rd July, Sugar.—
Jardine, Matheson & Co.

CRANFORD, British str., 2,868, Milne, 13th
July.—New York 25th April, Coal Oil.—
Standard Oil Co.

CYNUS, British str., 2,174, J. W. Knox, 11th
July.—Calcutta 23rd June, Coal.—Order.

DAONY, Norwegian str., 883, O. Abrahamson,
15th July.—Newchwang 13th July, General.—
Aagaard, Thoresen & Co.

DARWIN MARU, Japanese str., 1,576, H. Ohta,
16th July.—Nagasaki 15th July, General.—
Ohta Shosen Kaisha.

DEWANGONG, Ger. str., 1,057, Gochen, 14th
July.—Kohsichang 8th July, Rice and
Meal.—Butterfield & Swire.

EVA, Norwegian str., 4,700, Salvesen, 10th
July.—Canton 17th May, Coal.—Order.

GLADSTONE, British str., 1,521, C. Crane, 13th
June.—Mojoi 6th June, Coal.—Doddwell
& Co.

GREGORY APCAR, British str., 2,961, Olfend,
17th July.—Calcutta 1st July, General.—
D. Sassoon & Co.

HAIKUN, British str., 636, A. J. Robson, 16th
July.—Tamsui, Amoy and Swatow 15th
July, General.—Douglas Laiprak & Co.

HEDWIG MENZEL, German steamer, 980, C.
Schonberg, 16th July.—Touane 13th July,
Coal.—East Asiatic Trading Co.

ITAKA, German str., 2,801, H. Eckhorn, 15th
July.—Chinkiang 10th July, General.—
Hamburg-Amerika Linie.

KASHING, British str., 1,142, T. W. Pickard,
2nd July.—Chiffo 27th June, General.—
Butterfield & Swire.

KWANTAH, Chinese str., 1,536, Wm. H. Hunt,
14th July.—Shanghai 11th July, General.—
C. M. S. N. Co.

MARLBOROUGH, German str., 2,521, Geardes, 13th
July.—Saigon 9th July, Ballast.—Jobson
& Co.

MENORDES, British str., 3,300, McGregor, 14th
July.—Weihaiwei 9th July, General.—
Order.

NORFOLK, Norwegian str., 2,428, Stalts, 23rd
June.—Kelung (Formosa) 21st June, General.—
Shewan, Tomes & Co.

NUMANTIA, German str., 2,801, H. Brauner,
10th July.—Mojoi 5th July, General.—
Portland and Asiatic S.S. Co.

OSCAR II, Norwegian str., 2,000, R. Olsen, 18th
July.—Kobe 12th July, Coal.—Mitsui
Bussan Kaisha.

PAKING, British str., 2,875, G. Rodway, 18th
July.—Liverpool and Singapore 13th July,
General.—Butterfield & Swire.

PITANULOK, German str., 1,235, C. Fuchs,
17th July.—Bangkok via Hothow 16th July,
General.—Butterfield & Swire.

PIREZ WALLEMAR, German str., 3,227, C.
Woltemme, 16th July.—Yokohama 6th July,
General.—Molichors & Co.

PROGRESS, German str., 686, F. Bremer, 12th
July.—Cebu 12th July, General.—Ham-
burg-Amerika Linie.

SAINT BRIGITTE, British str., 2,400, Barg,
10th July.—Newcastle (N.S.W.) 13th June,
Coal.—Order.

SHAWMUT, American str., 6,195, V. Roberts,
16th July.—Tamsui and Manila 13th July,
Flour.—Doddwell & Co.

TSINAN, British str., 1,460, C. Lindbergh, 18th
July.—Australia and Manila 15th July,
General.—Butterfield & Swire.

TUNGSHING, British str., 1,172, Bischoff, 10th
July.—Yuhu and Chinkiang 8th July,
General.—Jardine, Matheson & Co.

YUENSANG, British str., 1,123, P. H. Rolfe,
17th July.—Manila 14th July, General.—
Jardine, Matheson & Co.

ZAMBERI, British str., 2,415, Rooney, 12th
July.—Calcutta 28th June, Coal.—Jardine,
Matheson & Co.

ZAFIRO, British str., 1,618, R. Rodger, 17th
July.—Manila 15th July, General.—
Shewan, Tomes & Co.

CITY OF BIRMINGHAM, British schooner, 90,
J. Watson, 14th May.—Grimaby 26th Mar.—
Order.

TRAVANCORE, British ship, 1,900, Chamberlin,
8th June.—towed from Harlem Bay by tug
Robert Cooke.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. E. M. Harbord, Weihaiwei.

Andromeda, cruiser, 12,500 tons, 16 guns, 1,650
h.p., Capt. Nelson O. Cameron, Weihaiwei.

Arcturion, torpedo boat destroyer, 550 tons, 6 guns,
700 h.p., Lieut. Comdr. R. Henkelier
Hendon, Weihaiwei.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain Lionel G. Taitell,
Weihaiwei.

Donaverture, 2nd class cruiser, 4,360 tons, 10
guns, 7,000 h.p., Capt. H. H. Torlesse,
Weihaiwei.

Cadmus, British sloop, 1,074 tons, Capt. H. du
Cane Laard, Weihaiwei.

Clie, British sloop, 1,070 tons, Captain H. D.
Wilkin, D.S.O., Yangtze.

Des, torpedo boat destroyer, 550 tons, Lieut.
Comdr. H. E. Sullivan, R.N., Weihaiwei.

Diadem, 1st class cruiser, 11,000 tons, 16 guns,
10,800 h.p., Capt. H. W. Savory, Weihaiwei.

Erin, torpedo boat destroyer, 550 tons, Lieut.
Comdr. R. E. Bether, Weihaiwei.

Ettrick, torpedo boat destroyer, 550 tons, Lieut.
Comdr. Lewin, Weihaiwei.

Ere, torpedo boat destroyer, 550 tons, Comdr.
A. F. Everett, Weihaiwei.

Fame, torpedo boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut. Comdr. Stevenson,
Weihaiwei.

Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Capt. H. W. G. Stoddard, Weihaiwei.

Handy, torpedo boat destroyer, 260 tons, 6 guns,
4,000 h.p., Lieut. Comdr. May, Weihaiwei.

Hart, torpedo boat destroyer, 260 tons, 6 guns,
4,000 h.p., Lieut. Comdr. Richards, Hong-
kong.

Hecla, special torpedo vessel, 6,400 tons, 2400
h.p., Capt. E. F. B. Charlton, Weihaiwei.

Hogue, cruiser, 12,600 tons, 14 guns, 21,000 h.p.,
Captain Shortland, Weihaiwei.

Iphigonia, 2nd class cruiser, 3,600 tons, 8 guns,
7,000 h.p., Capt. Fawcett, Weihaiwei.

Ither, torpedo boat destroyer, 550 tons, Lieut.
Comdr. C. Seymour, Weihaiwei.

Janus, torpedo boat destroyer, 280 tons, 6 guns,
3,900 h.p., Lt. Comdr. Darwall, Hongkong.

Kinsla, river gunboat, 331 tons, Lieut. Comdr.
E. V. F. R. Dugmore, on Yangtze.

